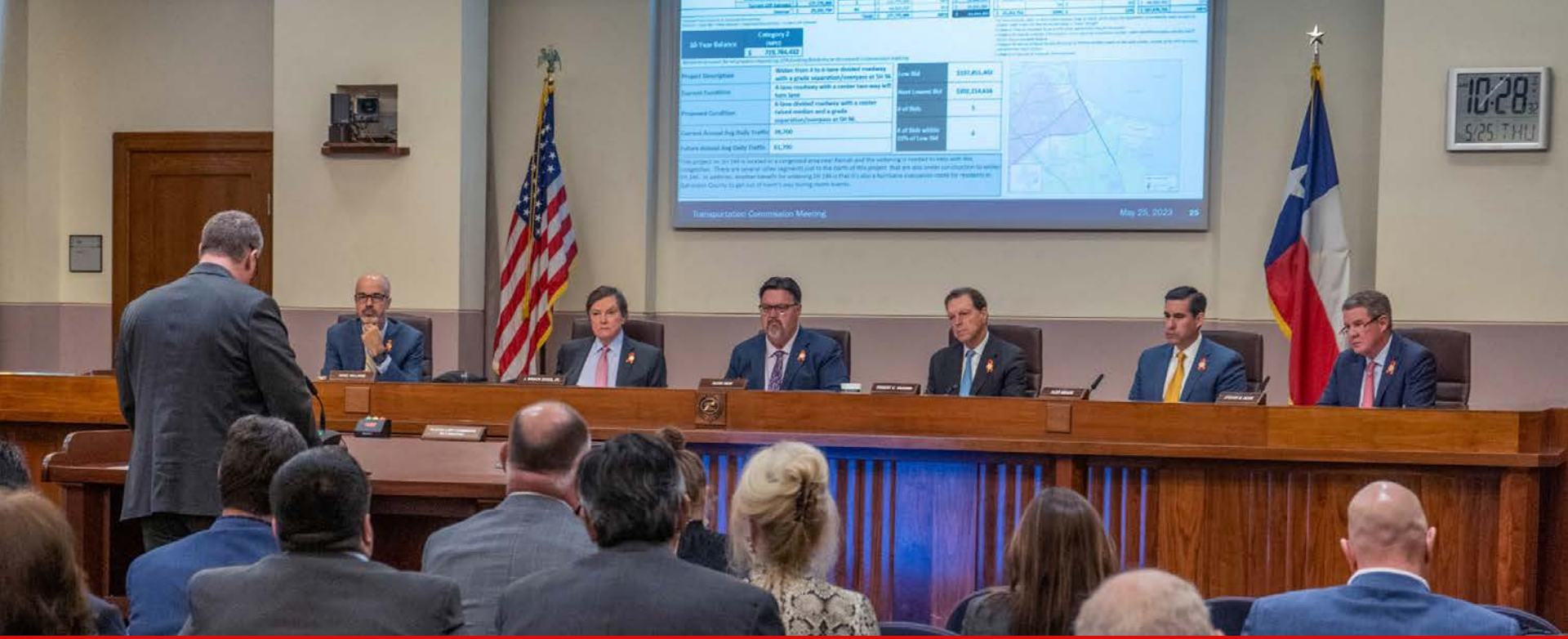


Laredo District Town Hall Meeting Contract Procurements

Texas Department of Transportation

October 29, 2024

Table of Contents

01 | Sign-in & Safety Minute

02 | Laredo District Profile & Major Corridors

03 | Long Range Projects

04 | US-57 Corridor Upgrades

05 | US-90 Corridor Study

06 | Upcoming Procurements

07 | Laredo GEC Specific Deliverable

08 | Contract Selection Process

09 | Future Procurements

10 | GEC IH-27 & US 57

11 | Projects Recently Completed

12 | Projects Under Construction

13 | Projects Under Development - Funded

14 | Projects Requiring GEC Oversight

15 | Project Procurements – Laredo Outer Loop

16 | Questions

HELP
#EndTheStreakTX
End the streak of daily deaths on Texas roadways.
TxDOT.gov (Keyword: #EndTheStreakTX)
#EndTheStreakTX Toolkit

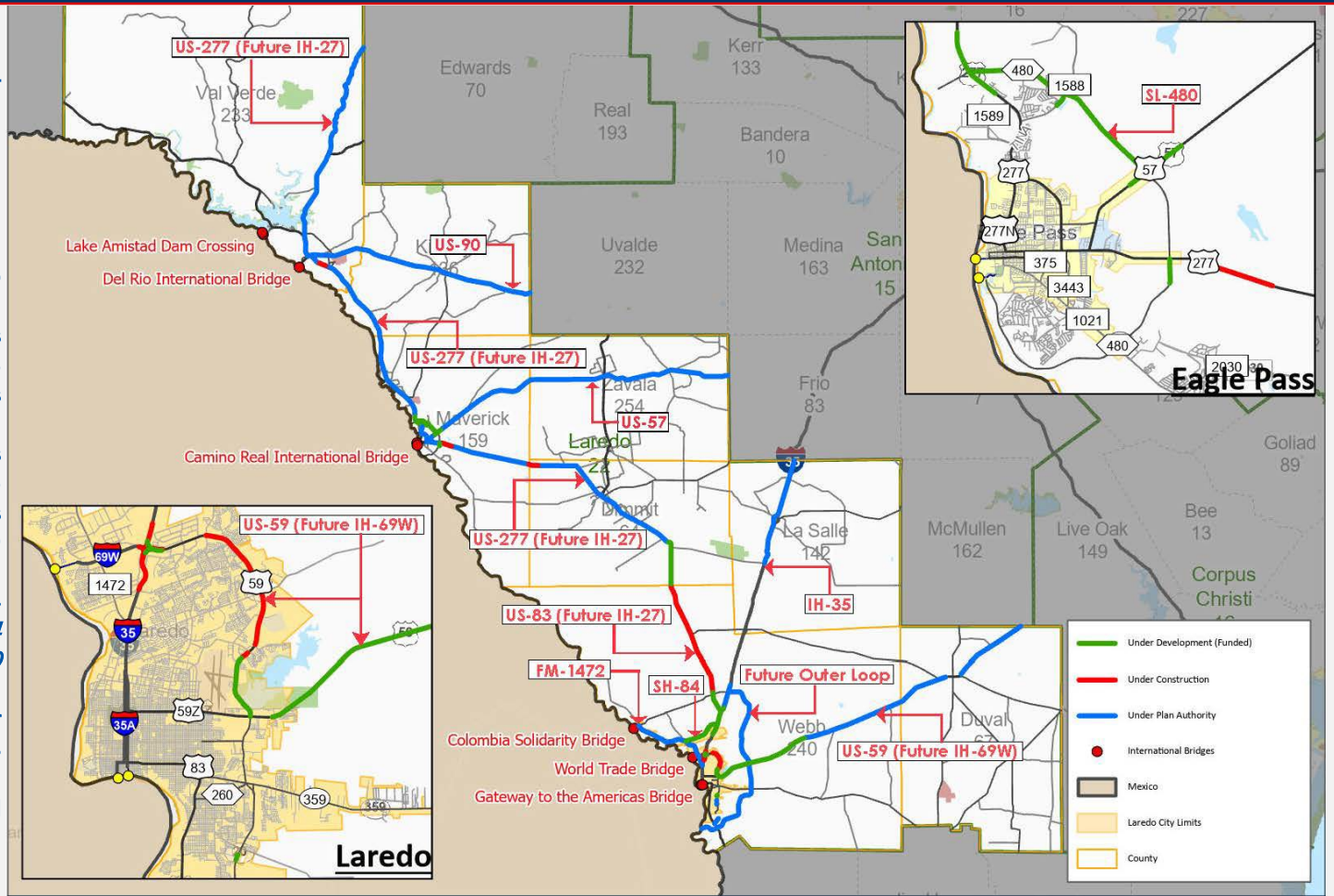
District Profile

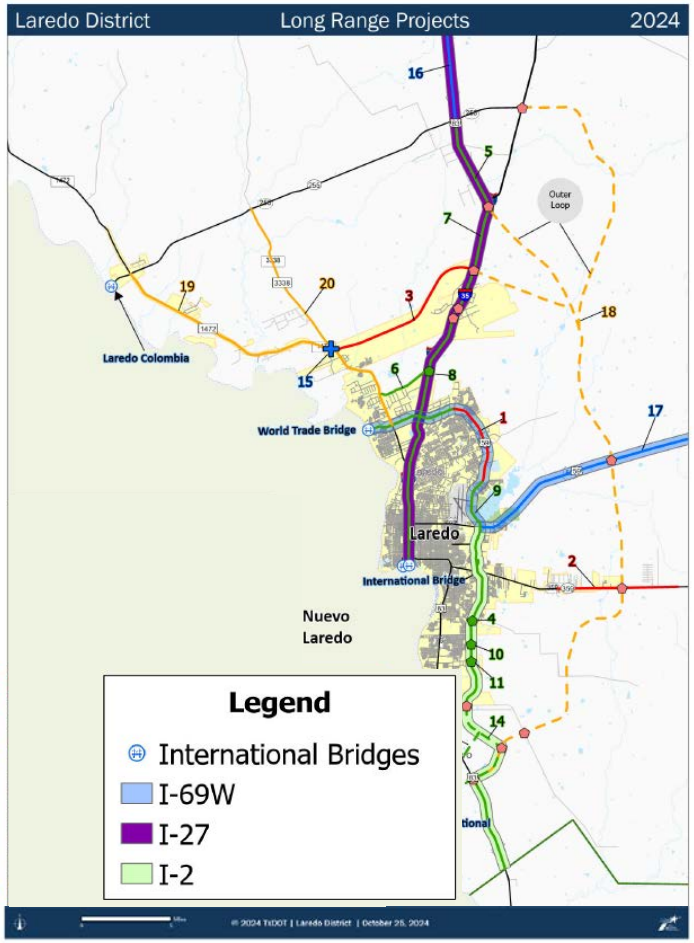
Population
430,767
Area (Square Miles)
15,052
TxDOT Employees
268
Lane Miles
5,227
Daily Vehicle Miles
8,136,776
Registered Vehicles
350,860

Total Bridges = 1,074
On-System = 884
Off-System = 190

International Border Crossings = 8

International Railroad Crossings = 2





Under Construction

ID	CORRIDOR	SCOPE OF WORK	COST	FUNDING STATUS
1	US 59 (FUTURE I-69W)	UPGRADE TO FREEWAY STANDARDS	$344M	FULLY FUNDED
2	SH 359	UPGRADE TO 4-LANE DIVIDED HIGHWAY	$47.6M	FULLY FUNDED
3	SH 84	NEW LOCATION 4-LANE DIVIDED HIGHWAY	$142M	FULLY FUNDED

Under Development Years 1-5

ID	CORRIDOR	SCOPE OF WORK	COST	FUNDING STATUS
4	LOOP 20 @ LOMAS DEL SUR	NEW INTERCHANGE AT LOMAS DEL SUR	$43M	FULLY FUNDED
5	US 83 (FUTURE I-27)	UPGRADE TO 4-LANE DIVIDED ROADWAY	$84.9M	FULLY FUNDED
6	VALLECILLO ROAD (RMA)	NEW OFF-SYSTEM LOCATION 4-LANE ROADWAY	$35.2M	FULLY FUNDED
7	IH 35 (FUTURE I-27)	UPGRADE TO 6-LANE DIVIDED WITH RR GRADE SEPARATION	$504.8M	PARTIALLY FUNDED
8	IH 35 @ VALLECILLO ROAD	NEW INTERCHANGE AT VALLECILLO RD	$65M	PARTIALLY FUNDED
9	US 59 AIRPORT (FUTURE I-69W)	UPGRADE TO FREEWAY STANDARDS	$104.4M	PARTIALLY FUNDED
10	LOOP 20 @ SIERRA VISTA BLVD	NEW INTERCHANGE AT SIERRA VISTA BLVD	$41.3M	UNFUNDED
11	LOOP 20 @ CIELITO LINDO BLVD	NEW INTERCHANGE AT CIELITO LINDO BLVD	$38.5M	UNFUNDED
12	BRIDGE IV/V ROADWAY	NEW LOCATION 4-LANE DIVIDED ROADWAY	$54.8M	UNFUNDED
13	RIO BRAVO EXTENSION	NEW LOCATION 4-LANE DIVIDED ROADWAY	$24.4M	UNFUNDED
14	LOOP 20 EXTENSION (FUTURE I-2)	NEW LOCATION 4-LANE DIVIDED ROADWAY	$58.1M	UNFUNDED

Under Development Years 5-10

ID	CORRIDOR	SCOPE OF WORK	COST	FUNDING STATUS
15	FM 3338	REALIGNMENT OF INTERSECTION FM1472/FM3338	$80M	UNFUNDED
16	US 83 (FUTURE I-27)	UPGRADE TO 4-LANE DIVIDED ROADWAY	$185.9M	UNFUNDED
17	US 59 (FUTURE I-69W)	UPGRADE TO 4-LANE DIVIDED ROADWAY	$104.4M	UNFUNDED

Long Range Projects Years 10+

ID	CORRIDOR	SCOPE OF WORK	COST	FUNDING STATUS
18	LAREDO OUTER LOOP	NEW LOCATION 4-LANE DIVIDED ROADWAY	$521.7M	UNFUNDED
19	FM 1472	UPGRADE TO FREEWAY STANDARDS	$226.M	UNFUNDED
20	FM 3338	UPGRADE TO 4-LANE DIVIDED HIGHWAY	$56M	UNFUNDED

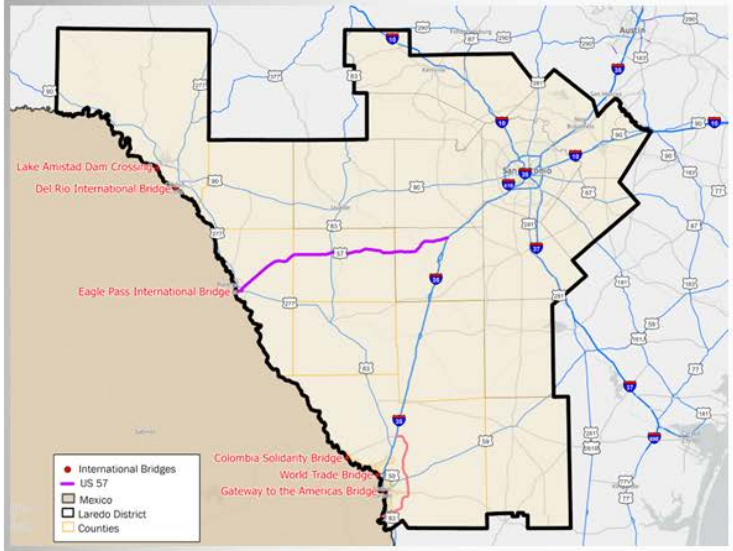
**** Dash lines indicate roads that do not yet exist.***

US-57 CORRIDOR—UPGRADES TO TRUNK STANDARDS

LAREDO DISTRICT

TEXAS CLEAR LANES

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



STUDY OVERVIEW

The US 57 Corridor Interstate Feasibility Study is being conducted by the Texas Department of Transportation (TxDOT) - Transportation Planning and Programming Division (TPP) as a result of recommendations from the Texas-Mexico Border Transportation Master Plan 2021. The US 57 Corridor extends approximately 100 miles, from the Eagle Pass International Bridge on the Texas-Mexico border eastward to the Interstate 35 (I-35) junction in Moore, Texas. The study will conduct traffic, safety, and freight analysis; assess access and roadway geometrics; and conduct economic and cost-benefit analysis. Findings and recommendations will assist in developing a phased and prioritized improvement strategy.

IMPORTANCE OF US-57 CORRIDOR & THE TEXAS-MEXICO BORDER

Texas plays a vital role in the US-Mexico relationship. The Texas-Mexico border connects people and facilitates trade between the two countries. The US 57 Corridor serves the Eagle Pass Port of Entry, which ranks #8 nationally based on border crossings by value. The border crossing trade value was nearly $34 billion in 2021. Due to the large amount of goods transported across the border, the US 57 Corridor has a higher concentration of freight than similar corridors. One in four vehicles on the corridor is a commercial motor vehicle (CMV). Border transportation infrastructure must be positioned to meet current and future challenges and opportunities.

STUDY AREA QUICK FACTS

- 3 Ports of Entry
- 17 Counties
- 26 Cities
- 3 TxDOT Districts

FROM 2021-2050

$150B (51%)
GDP growth

3.5M (34%)
Employment growth

8.4M (35%)
Population growth

STUDY PURPOSE

Evaluate the feasibility of upgrading US 57 as an interstate highway and prioritize projects that improve safety and mobility along the corridor.

KEY CONSIDERATIONS

SAFETY · MOBILITY & CONGESTION · COSTS & FUNDING · ALTERNATIVE ROUTES & RESILIENCY · CONNECTIVITY · FREIGHT · OPERATIONS & MAINTENANCE · INTERNATIONAL TRADE

STAKEHOLDER ENGAGEMENT & PUBLIC INVOLVEMENT

This study will be guided through two regional Focus Groups, with input from TxDOT Districts, the public, and the private sector. The Eastern Focus Group covers the corridor east of La Pryor to its junction with I-35 and the Western Focus Group covers west of La Pryor to Eagle Pass and into Mexico. Key stakeholders and Focus Group members include:

- State Senators and Representatives, County Judges and Commissioners, and City Mayors, or their representatives
- Alamo Area Metropolitan Planning Organization (MPO)
- Representatives from the Texas Freight Advisory Committee and Border Trade Advisory Committee
- Representatives from the Mexican State of Coahuila
- Members of the Texas Trucking Association
- Cities of Eagle Pass and Del Rio
- Eagle Pass Chamber of Commerce
- Middle Rio Grande Development Council
- Agriculture, energy, and international trade sectors
- Auto and beverage industries
- Private sector representatives

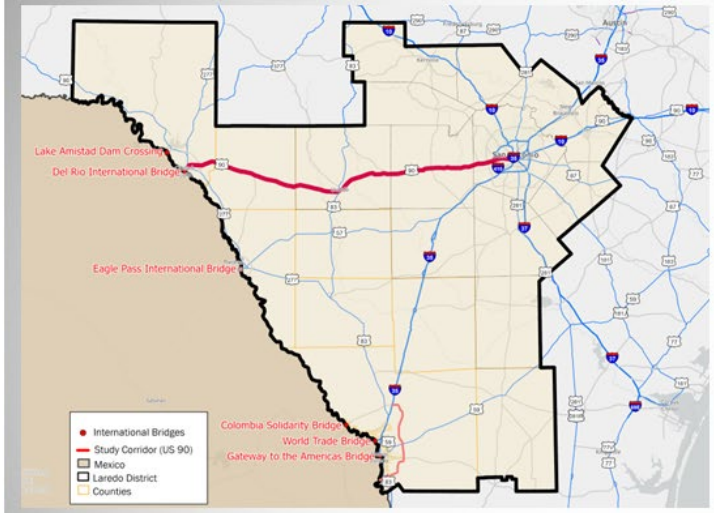
Texas Department of Transportation

US-90 TEXAS CORRIDOR STUDY

LAREDO DISTRICT

TEXAS CLEAR LANES

"Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods."



IMPORTANCE OF US-90

US 90 serves rural and urban communities across Texas, including Big Bend Country, the Hill Country, and the Gulf Coast. Approximately 8.5 million people live along the corridor, with 79% residing in Bexar and Harris Counties. A portion of US 90 is recognized as a Bicycle Route 90 and serves as long-distance bikeways for tourism. US 90 provides direct connections to ports and other critical highways, in addition to Mexico, making it a vital freight corridor. The corridor serves tourism destinations, military bases, commercial airports, and numerous state parks.

US 90 shares alignment with portions of I-10 in the San Antonio, Houston, and Beaumont areas. Portions of the corridor adjacent to I-10 provide alternate route functions in case of road work or crashes.

STAKEHOLDER ENGAGEMENT & PUBLIC INVOLVEMENT PROCESS

Four rounds of stakeholder engagement will be used to gather input. Key stakeholders include:

- County Judges and City Mayors (or their representatives).
- Metropolitan Planning Organizations.
- Local elected officials & representatives from regional agencies.
- Economic development organizations.
- Transportation advocacy groups.
- Freight, energy sector, ports, and trucking industry members.
- Representatives from Texas Freight Advisory Committee, Border Trade Alliance, Louisiana, and Mexico, among others.
- Travelers and other members of the public.
- Private sector representatives.

Input and data compiled from stakeholders throughout the process will help identify and prioritize future improvement needs/projects.

STUDY AREA QUICK FACTS

- 763 MILES
- 8 DISTRICTS
- 4 MARINE PORTS
- 60 CITIES
- 23 COUNTIES
- 638 BRIDGES
- 2 EVACUATION ROUTES
- 8 METROPOLITAN PLANNING ORGANIZATIONS
- 3 INTERNATIONAL BORDER CROSSINGS

UPRR AND AMTRAK RUN ENTIRE LENGTH OF CORRIDOR

STUDY OVERVIEW AND PURPOSE

The US 90 Texas Corridor Study area follows US 90 in Texas from the Interstate 10 (I-10) junction in Van Horn to the Louisiana state line. The US 90 corridor is a vital component of the Texas Department of Transportation (TxDOT) roadway and freight network. Approximately 763 miles of US 90 span the state, connecting the small towns and major metropolitan areas with the marine ports, international border crossings, airports, natural areas, and neighboring states by providing a pathway for continued economic prosperity through connectivity. In keeping with population growth, increasing traffic, and the state's booming economy, TxDOT is conducting a study of the entire US 90 corridor in Texas to identify multimodal needs and prioritize projects that promote the movement of people and goods along the corridor.

KEY CONSIDERATIONS

Mobility & Reliability | Multimodal | Resiliency | Cost & Funding | Connectivity | Safety | Operations & Emerging Technologies | Freight | Intermodal | Asset Preservation

Texas Department of Transportation

October 31, 2024

Laredo Town Hall Meeting

PEPS Central FY25

Ongoing and Upcoming Procurements

Jaime Vela, Jr., P.E.
PEPS Central Service Center Director

Wave I Ongoing Procurements

1. Comprehensive Engineering Contracts (CEC) – 8 contracts valued at $5M
    i. RFP Closed on Wednesday October 16, 2024
    ii. District will be utilizing capacity from these contracts

2. Hydraulics Engineering Contracts – 3 contracts valued at $2M
    i. Closed on Friday October 11, 2024
    ii. District will be utilizing capacity from this procurement

Wave II Upcoming Procurements

1. Plans, Specifications, & Estimates (PS&E) – 18 contracts valued at $10M
    i. Projected to post on December 11, 2024
    ii. Closing on January 15, 2025
    iii. District will be utilizing capacity from these contracts
    iv. CST: Deyton Riddle (BWD), Stefanie Limon (ODA), and Nancy Peron (BMT)

2. Construction Engineering and Inspection (CEI) contracts – 20 contracts valued at $10M
    i. Projected to post on December 18, 2024
    ii. Closing on January 15, 2025
    iii. District will be utilizing capacity from these contracts
    iv. CST: David Harlin (FTW), John Ward (FTW), Cole Stringer (PAR), and Arleene Garcia (PHR)

Wave II Upcoming Procurements

1. General Engineering Contract (GEC) – 3 Specific Deliverable Contracts
    i. Projected to post on December 18, 2024
    ii. Closing on January 15, 2025
    iii. These contracts will support the development of 3 segments of the Future IH-27
    iv. CST: Luis M. Villarreal, P.E., Luis Urbina, P.E., and Maximiliano (Max) Torres

Contract Information – Standard Working Categories

1.3.1	Subarea/Corridor Planning
1.7.1	Traffic Demand Modeling
1.8.1	Public Involvement
1.9.1	Geographic Information System (GIS) and Data Analysis
2.1.1	Traffic Noise Analysis
2.2.1	Air Quality Analysis
2.3.2	Conditional/Functional Assessment
2.4.1	Nationwide Permit
2.4.2	Clean Water Act Sec. 404 Permits
2.4.3	U.S. Coast G. & U.S. Army Corps Of Engr. Permits
2.6.5	Protected Species Evaluations
2.6.6	USFWS/ National Marine Fisheries Service Consultation

2.10.1	Archaeological Surveys, Doc., Excavation, Testing Rpts
2.12.1	Socio-Economic & Environmental Justice Analysis
2.13.1	Hazardous Materials Initial Site Assessment
2.14.1	Environmental Document Preparation
2.15.1	Historical Research of Extant Bldgs, Struct, Landsc., & Obj.
2.15.2	Historical Surveys & Doc. of Bldgs, Struct, Landsc., & Obj.
3.2.1	Route Studies & Schematic Design
3.7.1	Traffic Operational Analysis
4.2.1	Roadway Design
4.4.1	Freeway Interchanges
4.5.1	Constructability Review
4.6.1	3-D Visualization and Animation Services

Contract Information – Standard Working Categories

4.7.1	Traffic Safety Analysis
5.2.1	Bridge Design
5.3.1	Multi-Level Interchange Design
5.5.1	Bridge & Non-Bridge Class Culvert and Inlet Design
7.1.1	Traffic Engineering Studies
7.5.1	Intelligent Transportation System
8.1.1	Signing, Pavement Marking & Channelization
8.2.1	Illumination
8.3.1	Signalization
8.4.1	ITS Control Systems Analysis, Design & Implementation
8.6.1	Rail-Highway Design
9.2.1	Active Transportation Planning

9.3.1	Pedestrian Facility Design
9.3.2	Accessibility Design
9.4.1	Bikeway Design
10.1.1	Hydrologic Studies
10.2.1	Roadway Hydraulic Design
10.3.1	Bridge Hydraulic Design
10.4.1	Storm Water Pump Station-Hydraulic Design
10.4.2	Pump Stations-Electrical
10.4.3	Pump Stations-Structures
10.5.1	Bridge Scour Evaluations And Analysis
10.7.1	Riverine Hydraulic Design
10.8.1	FEMA Regulations and Permits

Contract Information – Standard Working Categories

11.1.1	Roadway Construction Management And Inspection
11.2.1	Bridge Construction Management And Inspection
11.3.1	Construction Superintendent
11.4.1	Environmental Inspections
11.5.1	Construction Scheduling Project Manager
11.6.1	Construction Schedule Support- General
11.7.1	Construction Schedule Support- Relating to Scheduling of Roadway Design
11.8.1	Construction Schedule Support- Relating to Construction Management of Projects Including Bridges or Multi-level Interchanges
11.9.1	Railroad Coordination Management During Construction
11.10.1	Construction Record Keeper
12.1.1	Asphaltic Concrete Production
12.1.2	Portland Cement Concrete
12.1.3	Materials Engineering
12.1.4	Asphaltic Concrete Placement
12.1.5	Portland Cement Concrete Placement
12.1.6	Embankment/Subgrade/Backfill/Base Production
12.1.7	Embankment/Subgrade/Backfill/Base Placement
12.2.1	Concrete Plant Inspection And Testing
12.2.2	Prefab. Structural Materials Fabric. Plant Inspect. & Test.
13.5.1	Rail Construction Management
14.2.1	Geotechnical Testing
14.3.1	Transportation Foundation Studies
14.5.1	Evaluation & Design of Geotechnical Related Structures
15.1.1	Right of Way Surveys

Contract Information – Standard Working Categories

15.2.1	Design Survey
15.2.2	Construction Survey
15.3.1	Aerial Photogrammetry
15.3.2	Terrestrial Photogrammetry
15.3.3	Terrestrial LiDAR
15.3.4	Mobile LiDAR
15.3.5	Horizontal and Vertical Control
15.3.6	Airborne LiDAR
15.5.1	State Land Surveying
18.2.1	Subsurface Utility Engineering (Utility Eng. Investigation)
18.3.1	Utility Adjustment Coordination
18.4.1	Utility Engineering
18.5.1	Utility Construction Management and Verification
18.6.1	Utility Management & Coordination Oversight
18.7.1	Utility Relocation Design
19.2.1	Value Engineering
19.3.1	Financial Plan Review and Development (Design-Bid-Build)
21.1.1	Right of Way (ROW) Acquisition Services
21.2.1	Right of Way (ROW) Acquisition Services Project Management
21.3.1	Right of Way (ROW) Appraisal Services
21.4.1	Right of Way (ROW) Negotiation Services
23.1.1	Alternative Delivery Procurement Manager
23.2.1	Alternative Delivery Design & Construction Support Engineer
23.3.1	Operations and Maintenance Support

Contract Information – Standard Working Categories

23.4.4	Traffic Projections
23.6.1	Doc. Control Using the Electronic Content Mgmt Syst. (ECMS)
23.7.1	Project Finance Support
23.8.1	Claims Analysis and Management
23.9.1	Gen. Eng. Consultant (GEC) Proj. Serv. (Contract Proj. Mgr)
23.10.1	Public Involvement for Alternative Delivery Projects
23.11.1	Plan Review
23.12.1	QA/QC Process Verification
23.13.1	Project Office Operations
24.1.1	O&M Project Manager (PM)
24.2.1	Financial Plan Review and Development
24.3.1	Maintenance Cost Estimating

24.4.1	O&M Assessment
24.4.2	O&M Inspetion
24.5.1	Operations and Maintenance Program Support

Contract Selection – Federal with Interview (DBE)
A Two-Step Process

Proposal Evaluation

- Short listed providers move to interview phase

Interview Evaluation

- Interview and Contract Guide (ICG) provides instructions

Selection

Contract Selection

Proposal Content

- Proposal will cover “Proposal Content” in a written format.
- CST determines weighting for criteria and number of pages.
- In developing the proposal, the Provider should focus on the evaluation criteria as they relate to the information in the Proposal Content.

Interview Content

- Interview presentation will cover “Interview Content”.
- CST determines weightings for criteria for interview evaluation.
- In developing the presentation, the Provider should focus on the evaluation criteria as they relate to the information in the Interview Contract Guide.

Contract Selection

Evaluation Criteria for Proposal and Interview

- CST determines weightings for criteria.

- Past Performance is used only in Proposal evaluation.

Evaluation Criteria	Included Elements	Weighting for Evaluation of Proposal
Technical approach	Project understanding, project approach, innovative concepts or alternatives	XX
Project Manager's relevant experience	Experience with similar or related projects, including both technical and management experience	XX
Project planning and management	Project staffing and resource management (who, how, and why), communication plan, and quality control procedures. Includes the prime firm's past experience with utilizing subproviders and meeting program goals (HUB or DBE) and/or how it plans to utilize subproviders to meet the goals on this contract. Also may include project scheduling or phasing for SD projects	XX
Key staff's relevant experience	Experience with similar projects	XX
Past Performance Score		5 to 15
Total		100

Contract Selection

Reminders

- ✓Make sure to follow the instructions in the RFP document and submit all applicable documents required.
- ✓Always refer to the RFP.
- ✓If you have a question about the RFP, follow the Questions and Answer (Q&A) process.
- ✓Check Bonfire for Addenda and Q&A.
- ✓New update: Project Team Composition (PTC) form is now on CCIS

Avoid Disqualifications

- ✓Check that all mandatory forms are in the proposal package.
- ✓Prime and sub-providers providing engineering and design related services must be Administratively Qualified (AQ). Primes can look up subs-providers AQ status at the following website Firms eligible to do business with TxDOT
- ✓Verify task leaders are pre-certified in standard work categories.
- ✓Check NAICS codes to make sure they are correct.

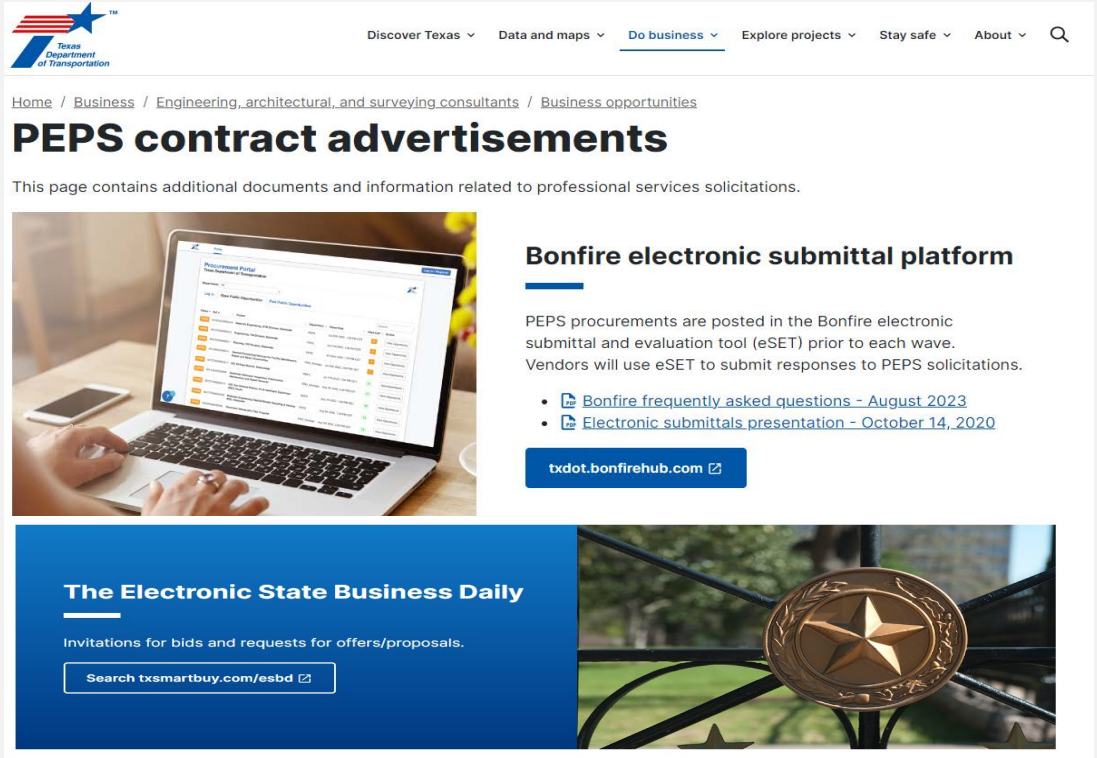
Contract Selection

Procurement Timeline

Tasks	Dates *(Subject to change)*
Request for Proposals (RFP) Posting	December 18, 2024
Proposals Due	January 15, 2025
Short List Determined and send ICG	February 12, 2025
In-Person Interviews at the Laredo District	February 26, 2025
Provider Selection	Following Interviews
Rate and Level of Effort Negotiations Complete	March, 2025
Contract Execution	July, 2025

Contract Selection

PEPS Contract Advertisements Link: [PEPS contract advertisements (txdot.gov)]

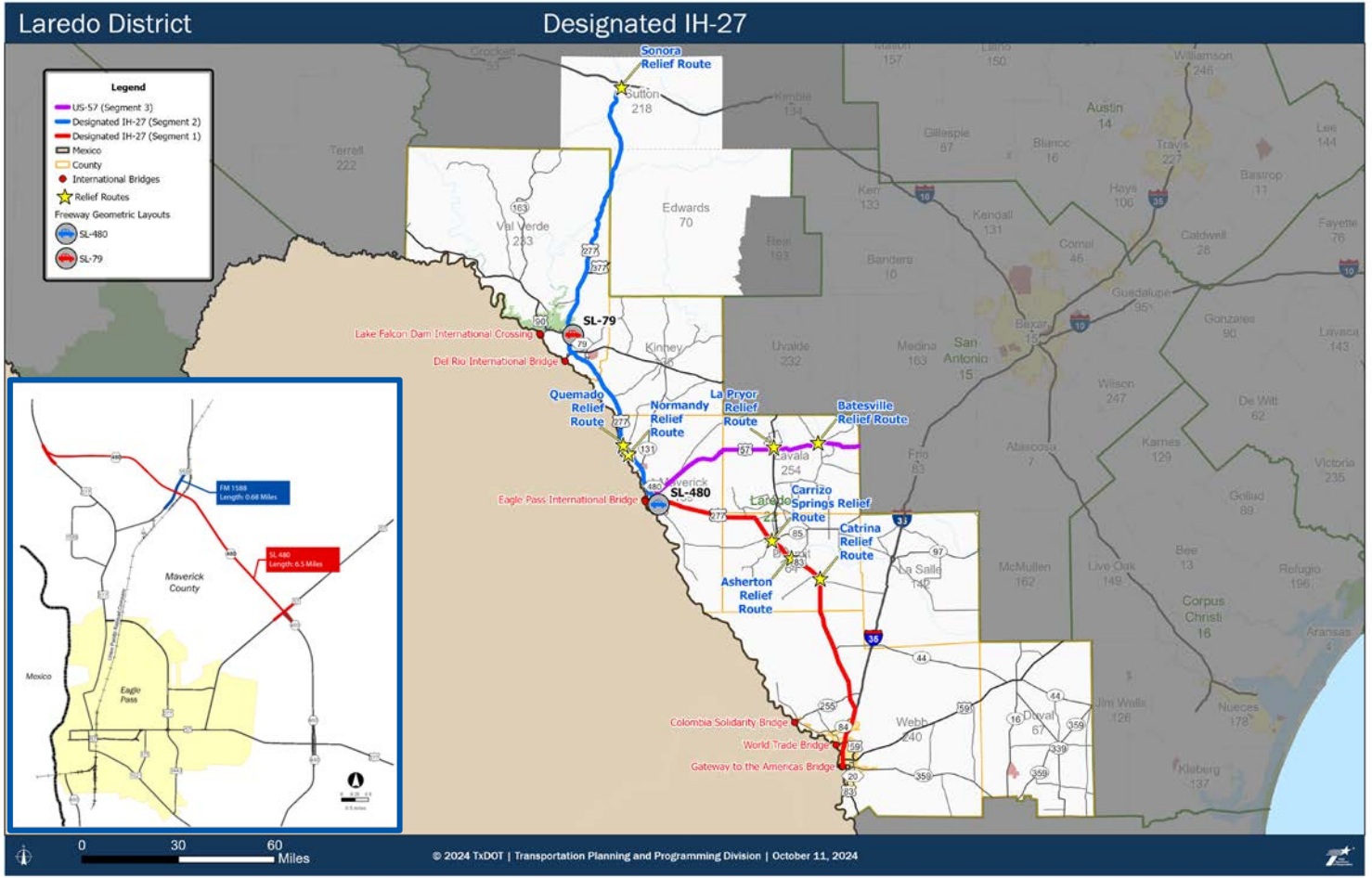


Wave III Upcoming Procurements

1. Schematic and Environmental for the Laredo Outer Loop – 1 Specific Deliverable Contract
    i. Projected to post in March 2025
    ii. Specific Deliverable Contract
    iii. Federal Process with Interview
    iv. CST: To be determined.
    v. Business Case Memo for Administration Approval is underway.

Project Procurements

GEC IH-27 / US 57

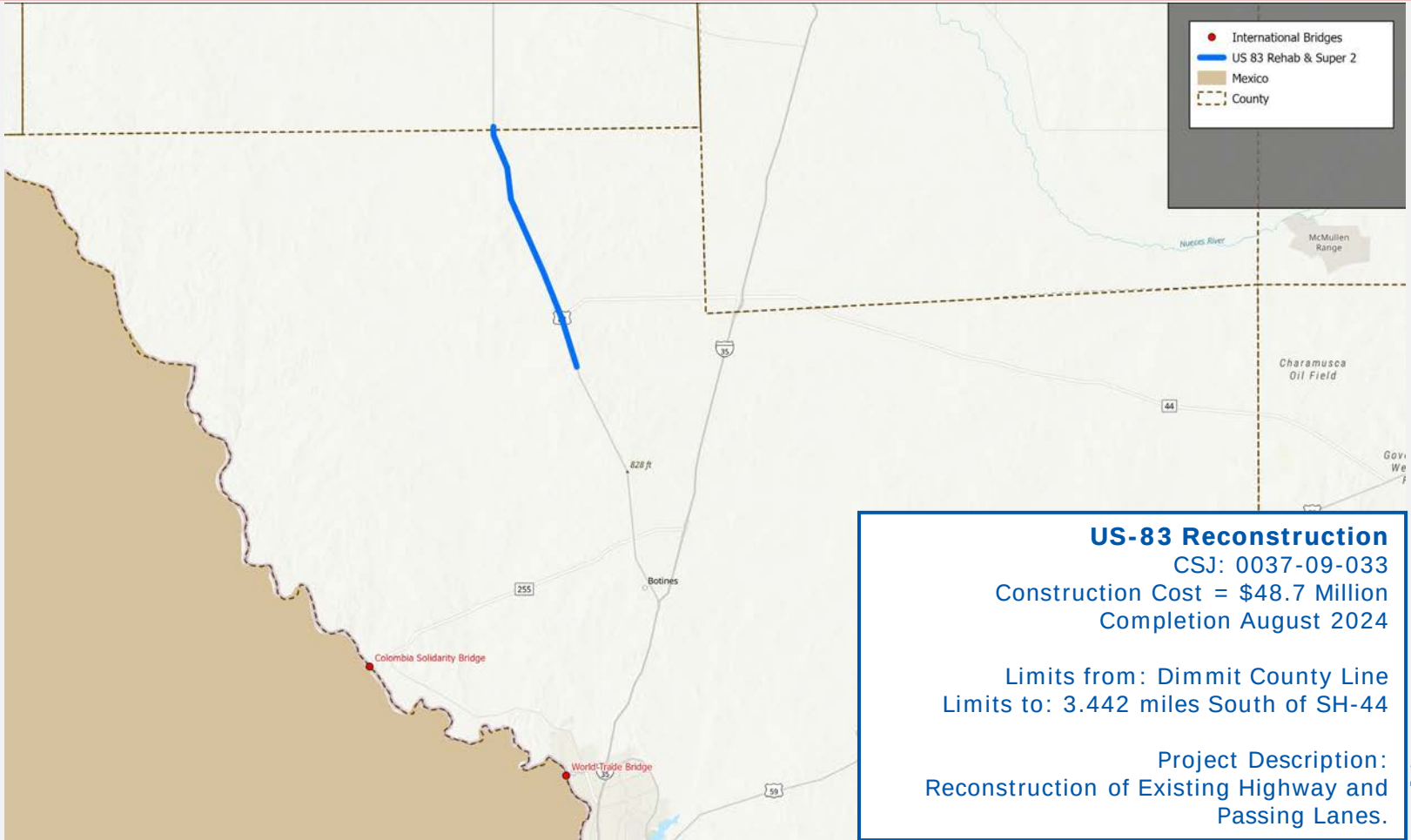

Laredo District
Designated IH-27
Legend
US-57 (Segment 3)
Designated IH-27 (Segment 2)
Designated IH-27 (Segment 1)
Mexico
County
International Bridges
Relief Routes
Freeway Geometric Layouts
SL-480
SL-79
Sonora Relief Route
Sutton
Edwards
Val Verde
Terrell
Kinney
Uvalde
Medina
Bandera
Kerr
Kendall
Gillespie
Blanco
Travis
Austin
Williamson
Hays
Caldwell
Guadalupe
Bexar
San Antonio
Comal
Gonzales
Wilson
De Witt
Karnes
Goliad
Victoria
Bee
Refugio
Live Oak
McMullen
La Salle
Corpus Christi
Aransas
Jim Wells
Nueces
Kleberg
Duval
Webb
Zavala
Frio
Atascosa
Lavaca
Fayette
Lee
Bastrop
SL-79
Lake Falcon Dam International Crossing
Del Rio International Bridge
Quemado Relief Route
Normandy Relief Route
La Pryor Relief Route
Batesville Relief Route
Eagle Pass International Bridge
SL-480
Carrizo Springs Relief Route
Catrina Relief Route
Asherton Relief Route
Colombia Solidarity Bridge
World Trade Bridge
Gateway to the Americas Bridge
FM 1588
Length: 0.68 Miles
SL 480
Length: 6.5 Miles
Maverick County
Eagle Pass
Mexico
0
30
60
Miles
© 2024 TxDOT | Transportation Planning and Programming Division | October 11, 2024

Designated IH-27
(US 83/US 277)

PROJECTS RECENTLY COMPLETED

IH-35 UPRR Overpass,
IH-35/IH-69W Direct Connectors

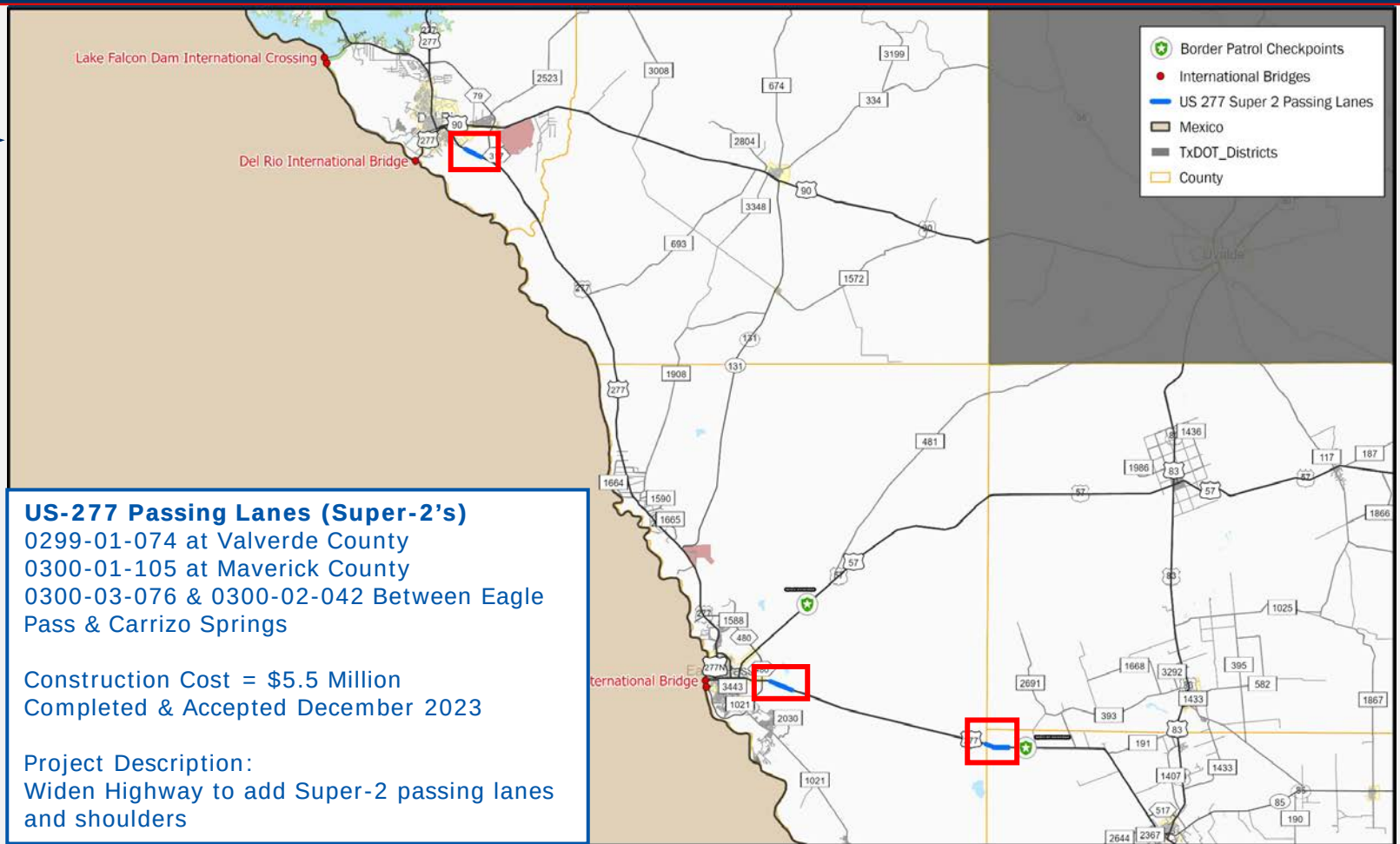
Construction Cost: $115 M
Completed Summer 2024
Widen IH-35 to 6 lanes – Shiloh to IH-69W
New IH-35 Bridge – Over UP Railroad
New Direct Connectors (#5 & #8)
Both provide access
From = IH-69W - To = IH-35 South



US-83 Reconstruction
CSJ: 0037-09-033
Construction Cost = $48.7 Million
Completion August 2024

Limits from: Dimmit County Line
Limits to: 3.442 miles South of SH-44

Project Description:
Reconstruction of Existing Highway and Passing Lanes.



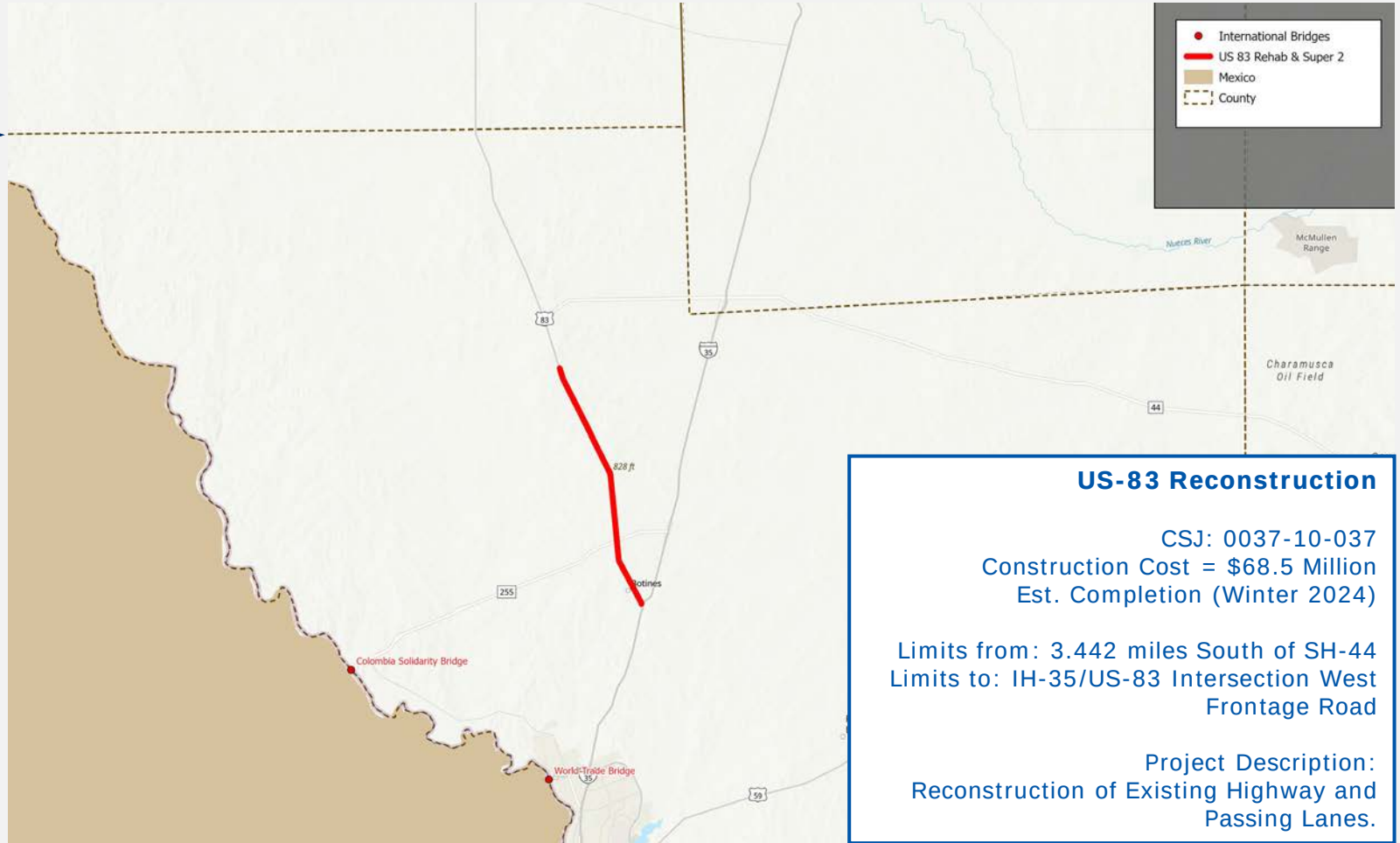
US-277 Passing Lanes (Super-2's)
0299-01-074 at Valverde County
0300-01-105 at Maverick County
0300-03-076 & 0300-02-042 Between Eagle Pass & Carrizo Springs

Construction Cost = $5.5 Million
Completed & Accepted December 2023

Project Description:
Widen Highway to add Super-2 passing lanes and shoulders

Designated IH-27
(US 83/US 277)

PROJECTS UNDER CONSTRUCTION

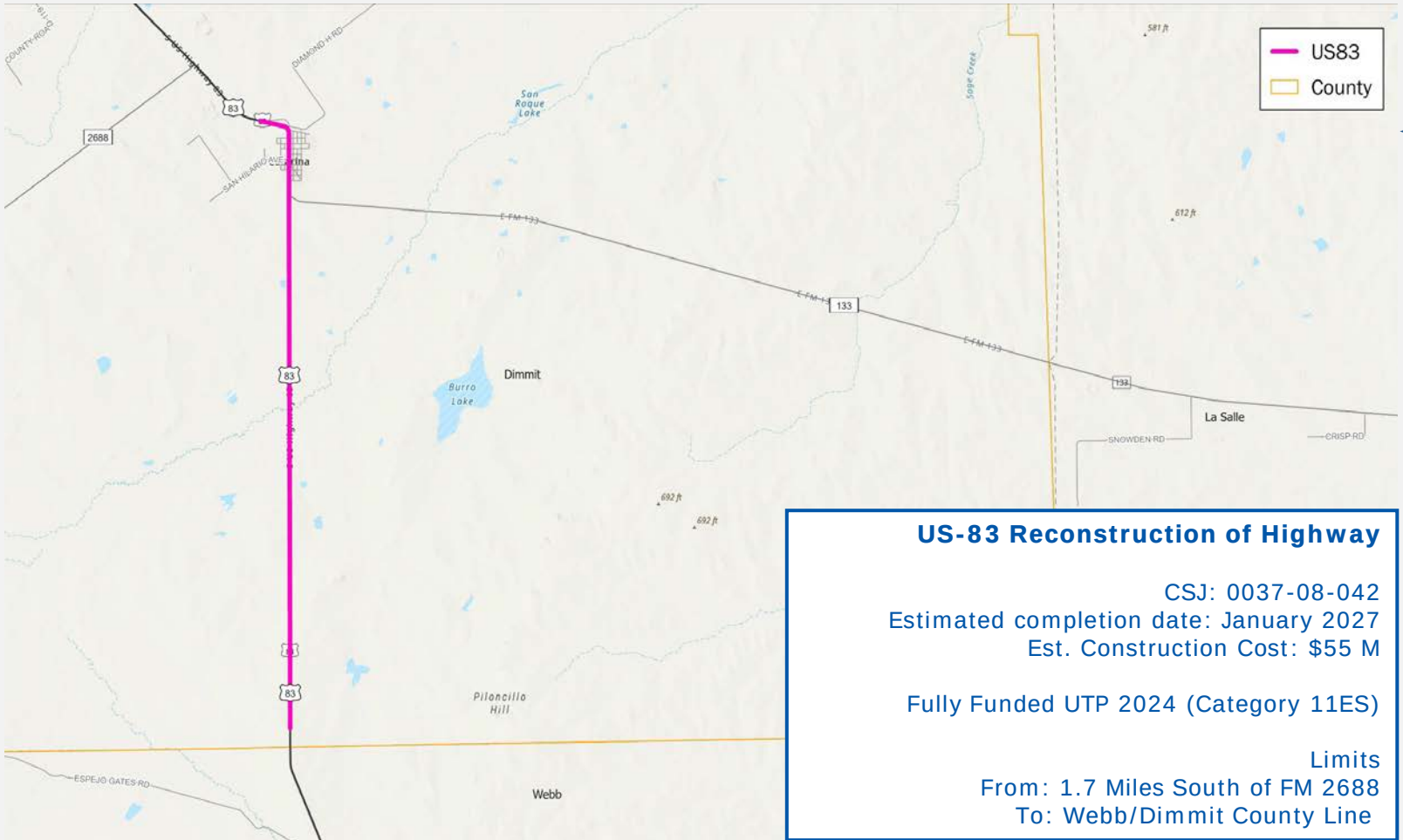


US-83 Reconstruction

CSJ: 0037-10-037
Construction Cost = $68.5 Million
Est. Completion (Winter 2024)

Limits from: 3.442 miles South of SH-44
Limits to: IH-35/US-83 Intersection West Frontage Road

Project Description:
Reconstruction of Existing Highway and Passing Lanes.



US-83 Reconstruction of Highway

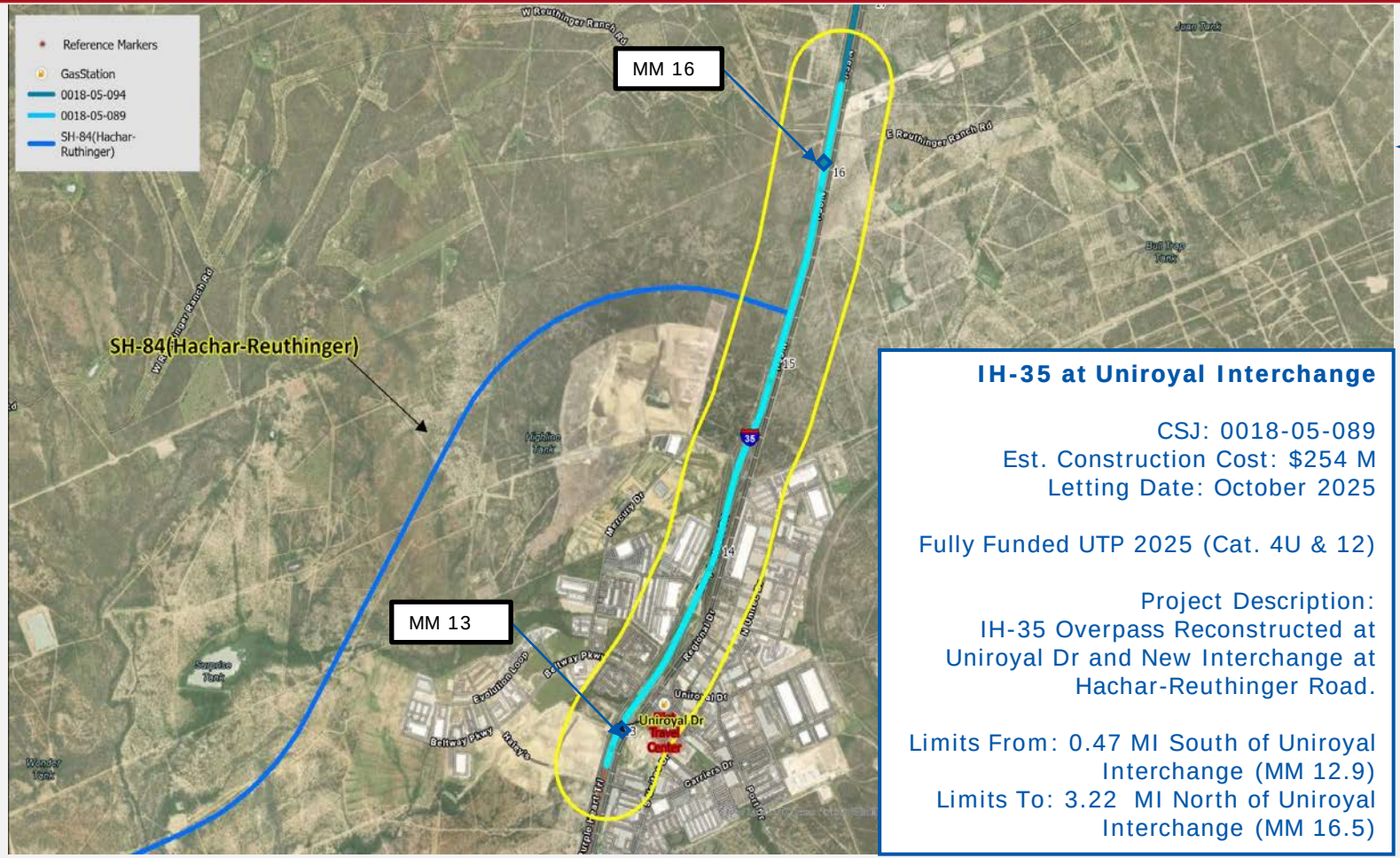
CSJ: 0037-08-042
Estimated completion date: January 2027
Est. Construction Cost: $55 M

Fully Funded UTP 2024 (Category 11ES)

Limits
From: 1.7 Miles South of FM 2688
To: Webb/Dimmit County Line

Designated IH-27
(US 83/US 277)

PROJECTS UNDER DEVELOPMENT - FUNDED



IH-35 at Uniroyal Interchange

CSJ: 0018-05-089
Est. Construction Cost: $254 M
Letting Date: October 2025

Fully Funded UTP 2025 (Cat. 4U & 12)

Project Description:
IH-35 Overpass Reconstructed at Uniroyal Dr and New Interchange at Hachar-Reuthinger Road.

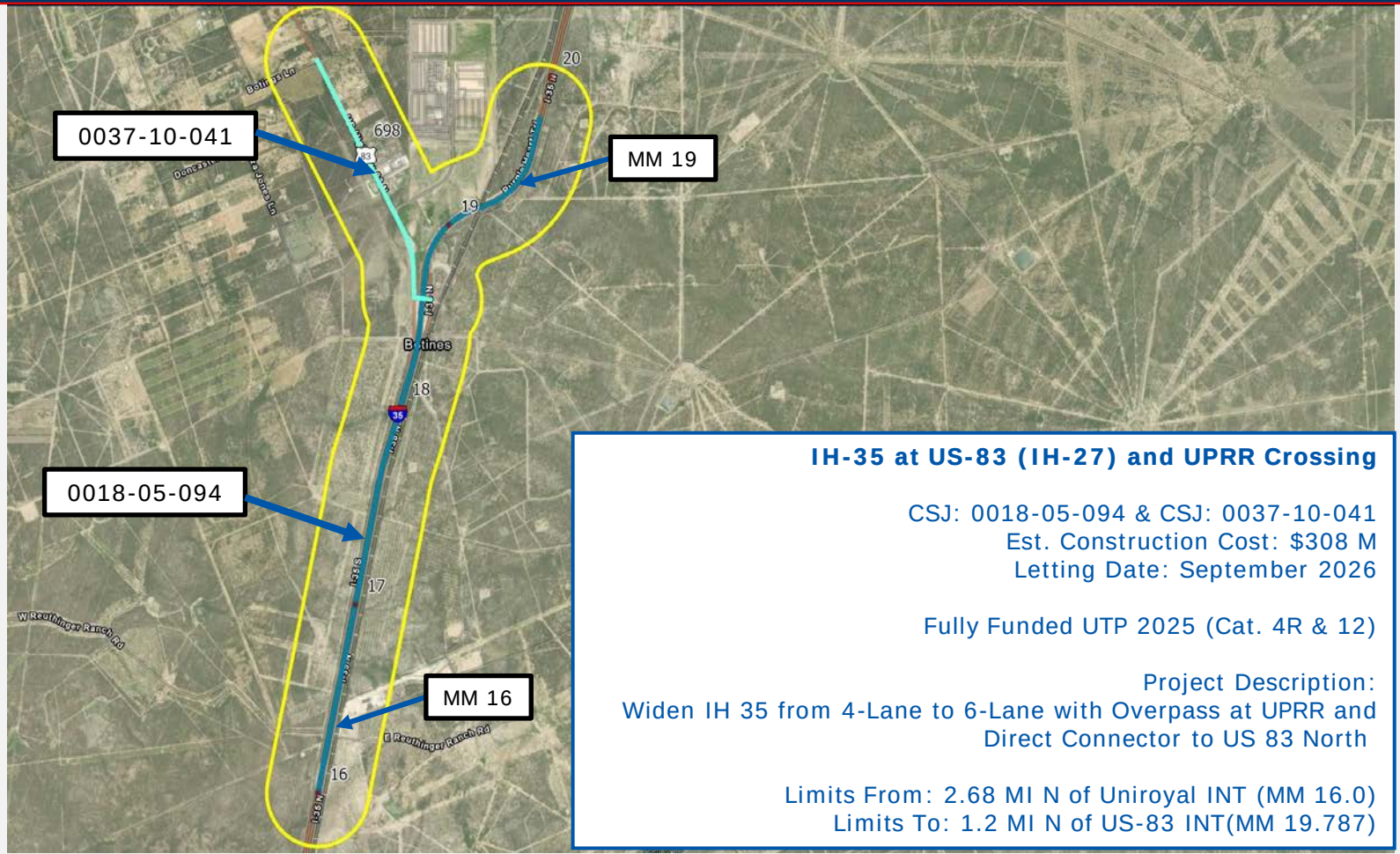
Limits From: 0.47 MI South of Uniroyal Interchange (MM 12.9)
Limits To: 3.22 MI North of Uniroyal Interchange (MM 16.5)

IH-35 at IH-69W (DC No. 3 & DC No. 6)

CSJ: 0018-06-185
Est. Construction Cost: $113.5 M
Letting Date: November 2025

Fully Funded UTP 2025 (Cat. 11 & 12)

Project Description:
New Direct Connectors (#3 and #6) Northbound and Southbound IH-35 to US-59 EB



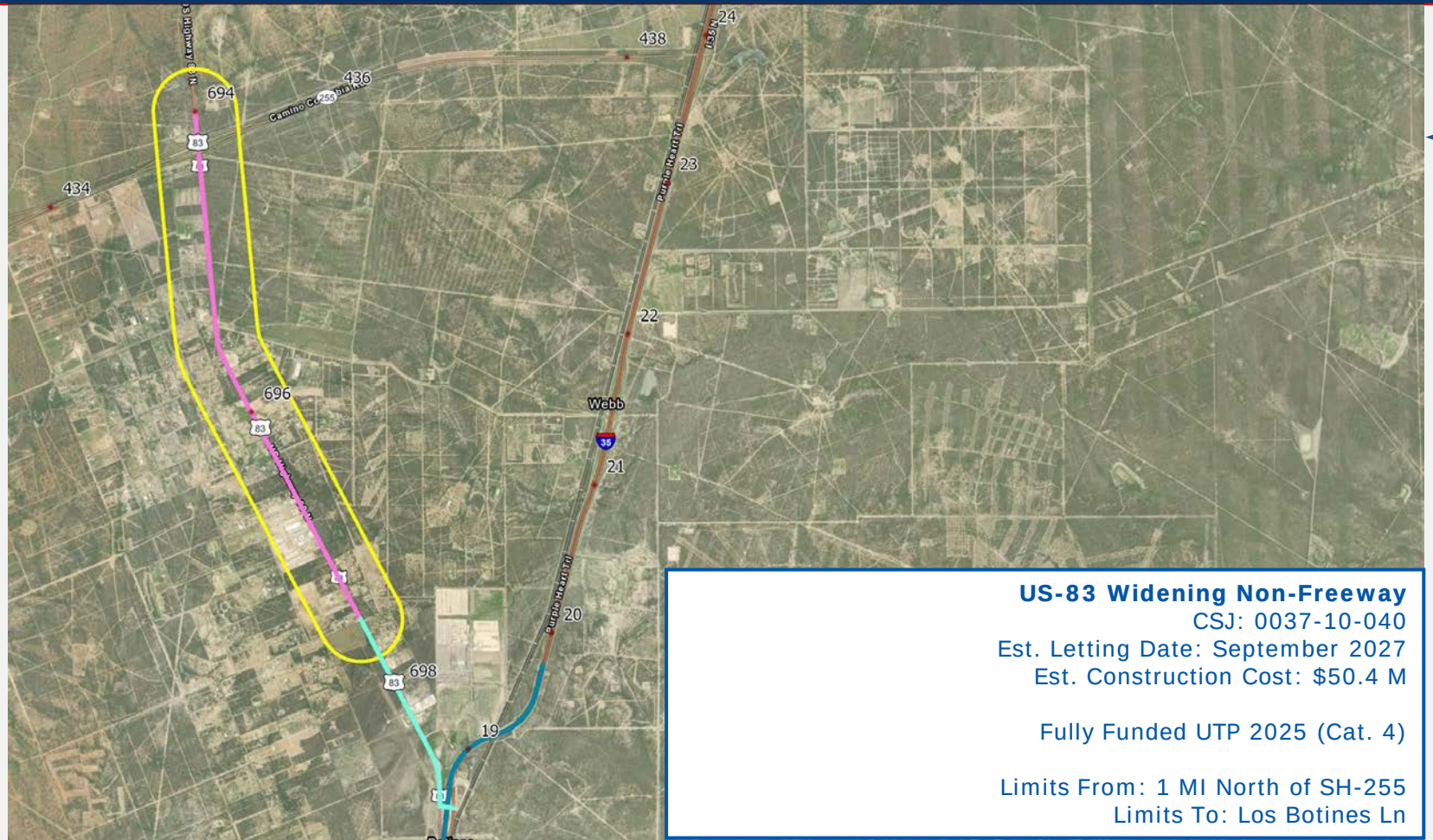
IH-35 at US-83 (IH-27) and UPRR Crossing

CSJ: 0018-05-094 & CSJ: 0037-10-041
Est. Construction Cost: $308 M
Letting Date: September 2026

Fully Funded UTP 2025 (Cat. 4R & 12)

Project Description:
Widen IH 35 from 4-Lane to 6-Lane with Overpass at UPRR and Direct Connector to US 83 North

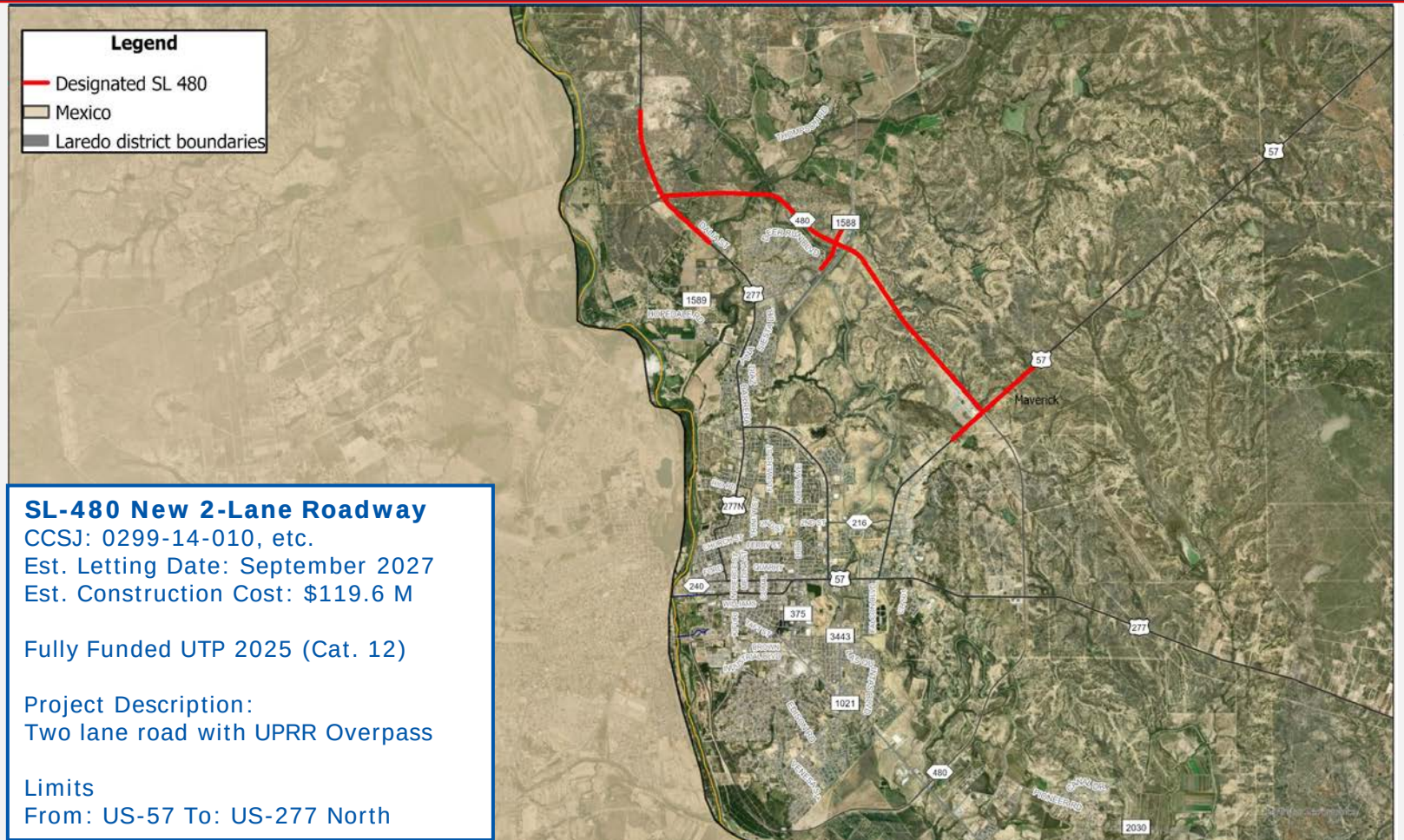
Limits From: 2.68 MI N of Uniroyal INT (MM 16.0)
Limits To: 1.2 MI N of US-83 INT(MM 19.787)



US-83 Widening Non-Freeway
CSJ: 0037-10-040
Est. Letting Date: September 2027
Est. Construction Cost: $50.4 M

Fully Funded UTP 2025 (Cat. 4)

Limits From: 1 MI North of SH-255
Limits To: Los Botines Ln



SL-480 New 2-Lane Roadway
CCSJ: 0299-14-010, etc.
Est. Letting Date: September 2027
Est. Construction Cost: $119.6 M

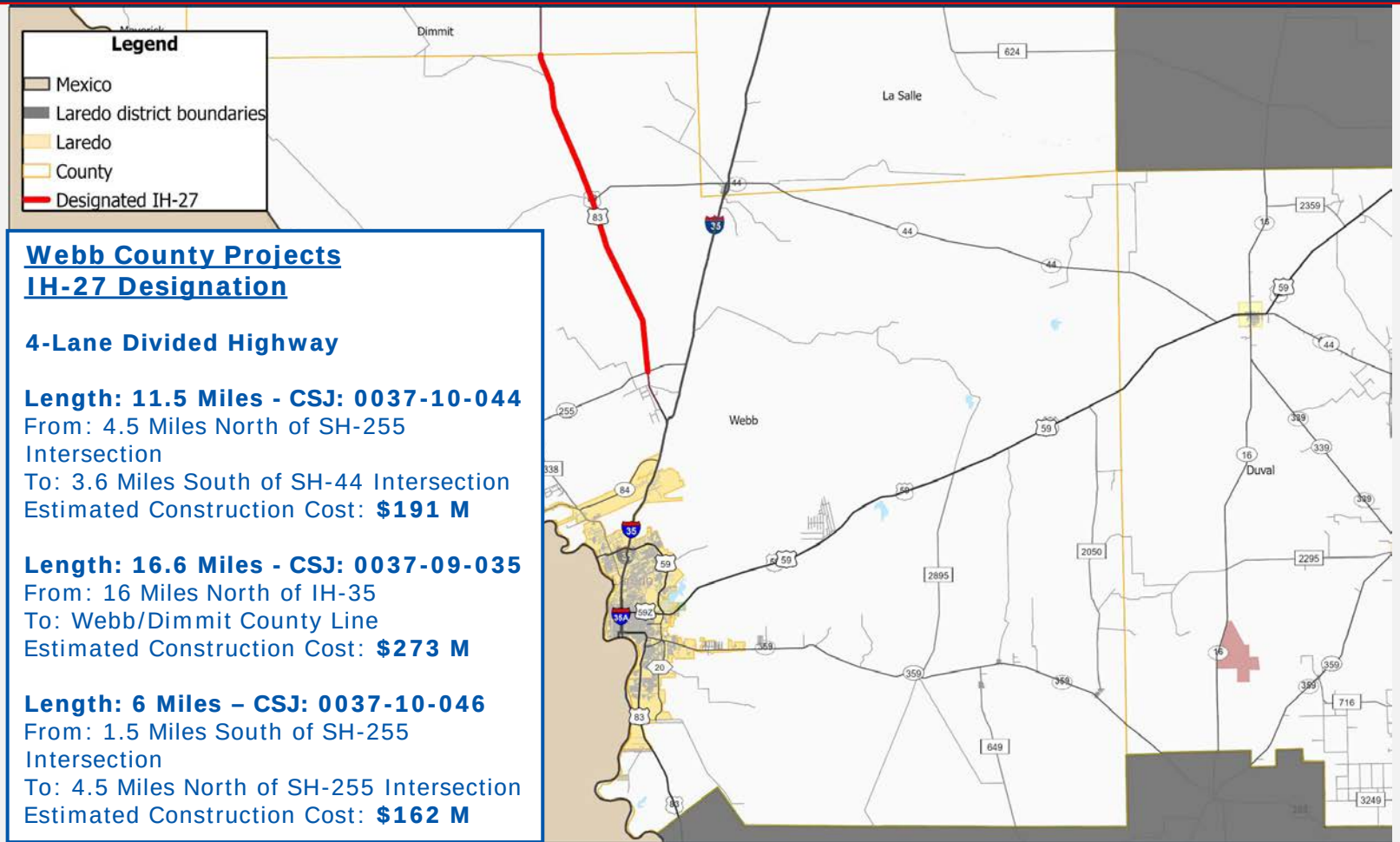
Fully Funded UTP 2025 (Cat. 12)

Project Description:
Two lane road with UPRR Overpass

Limits
From: US-57 To: US-277 North

Designated IH-27
(US 83/US 277)

PROJECTS REQUIRING GEC OVERSIGHT



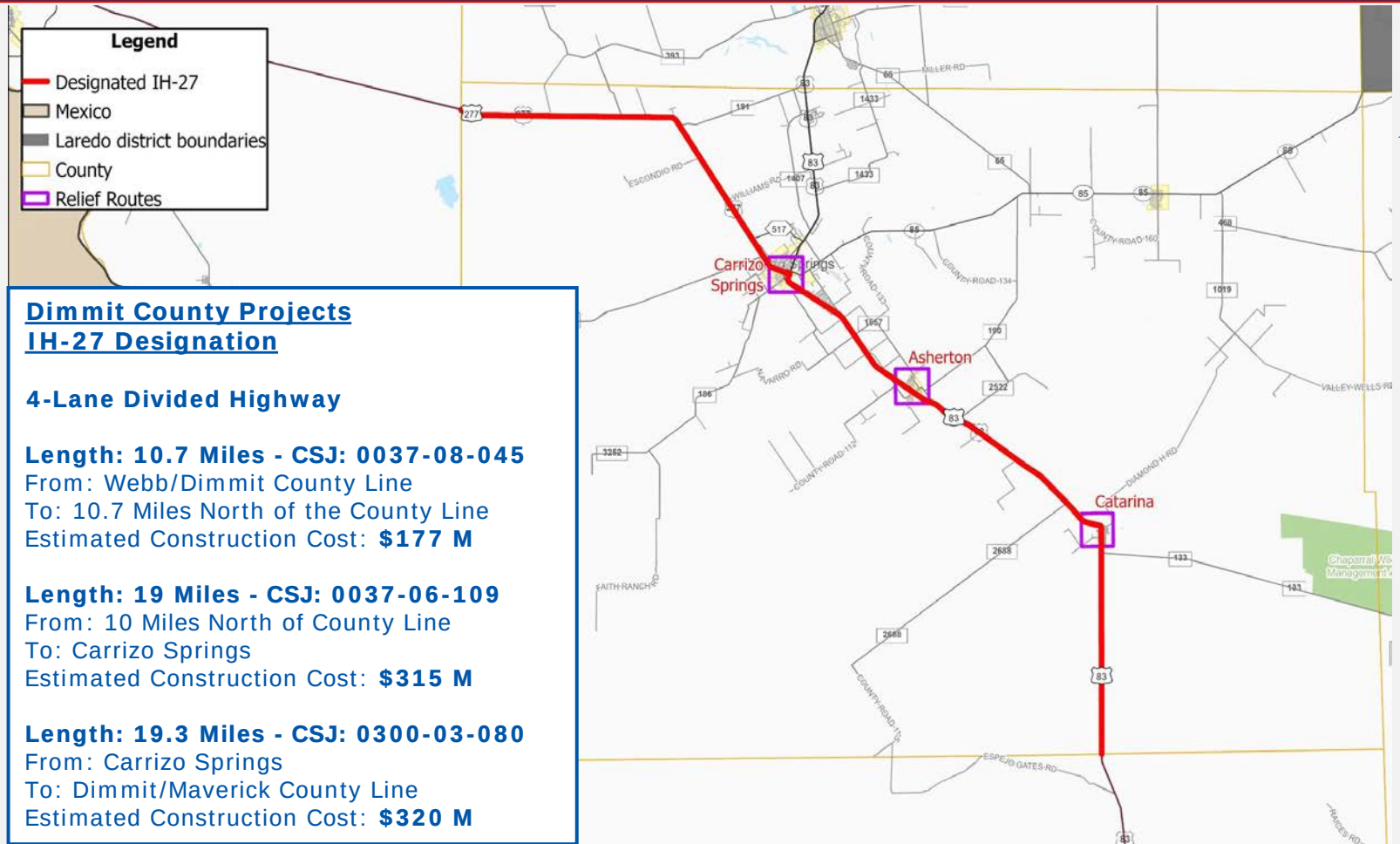
Webb County Projects
IH-27 Designation

4-Lane Divided Highway

Length: 11.5 Miles - CSJ: 0037-10-044
From: 4.5 Miles North of SH-255 Intersection
To: 3.6 Miles South of SH-44 Intersection
Estimated Construction Cost: **$191 M**

Length: 16.6 Miles - CSJ: 0037-09-035
From: 16 Miles North of IH-35
To: Webb/Dimmit County Line
Estimated Construction Cost: **$273 M**

Length: 6 Miles – CSJ: 0037-10-046
From: 1.5 Miles South of SH-255 Intersection
To: 4.5 Miles North of SH-255 Intersection
Estimated Construction Cost: **$162 M**



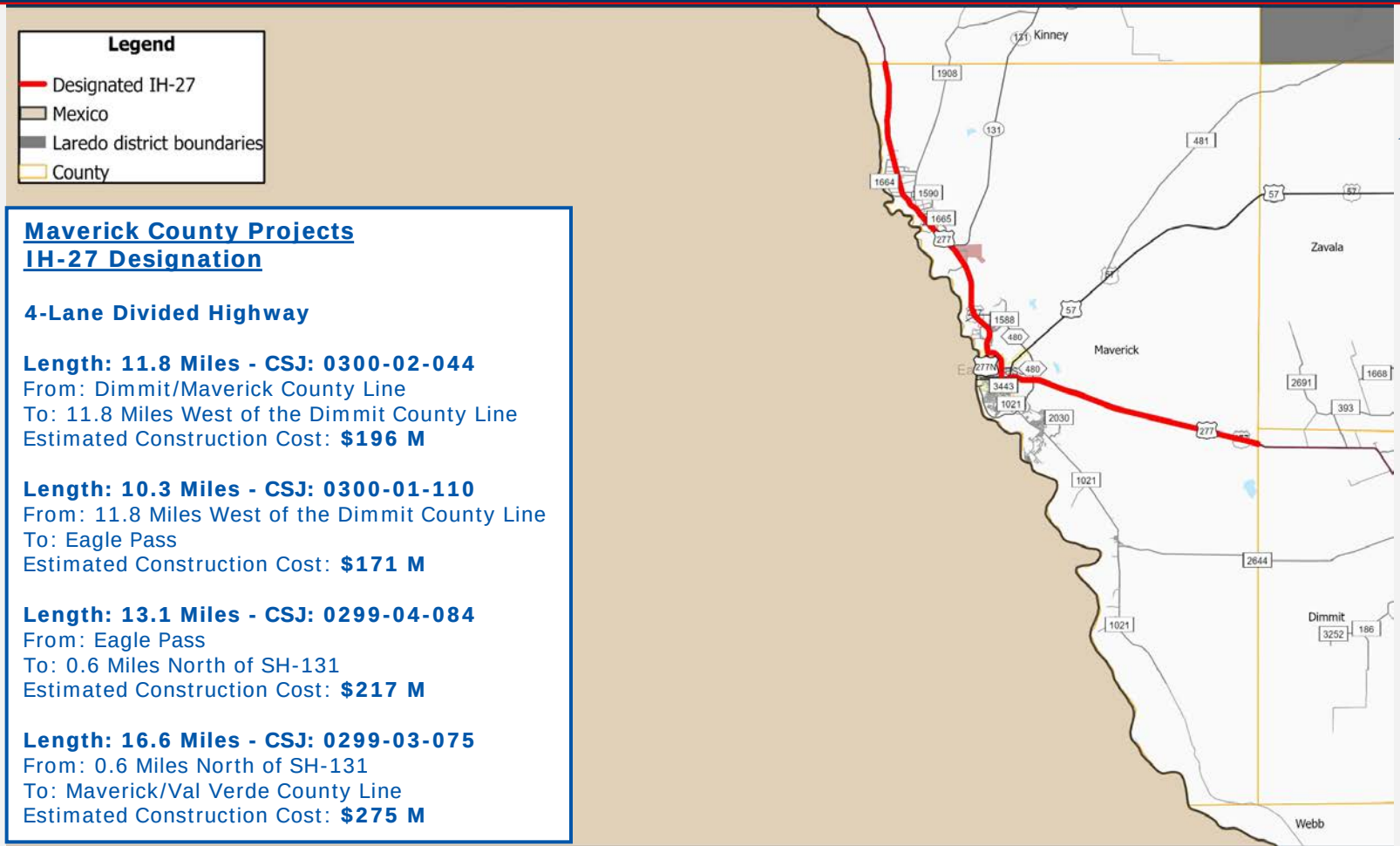
Dimmit County Projects
IH-27 Designation

4-Lane Divided Highway

Length: 10.7 Miles - CSJ: 0037-08-045
From: Webb/Dimmit County Line
To: 10.7 Miles North of the County Line
Estimated Construction Cost: **$177 M**

Length: 19 Miles - CSJ: 0037-06-109
From: 10 Miles North of County Line
To: Carrizo Springs
Estimated Construction Cost: **$315 M**

Length: 19.3 Miles - CSJ: 0300-03-080
From: Carrizo Springs
To: Dimmit/Maverick County Line
Estimated Construction Cost: **$320 M**



Maverick County Projects
IH-27 Designation

4-Lane Divided Highway

Length: 11.8 Miles - CSJ: 0300-02-044
From: Dimmit/Maverick County Line
To: 11.8 Miles West of the Dimmit County Line
Estimated Construction Cost: **$196 M**

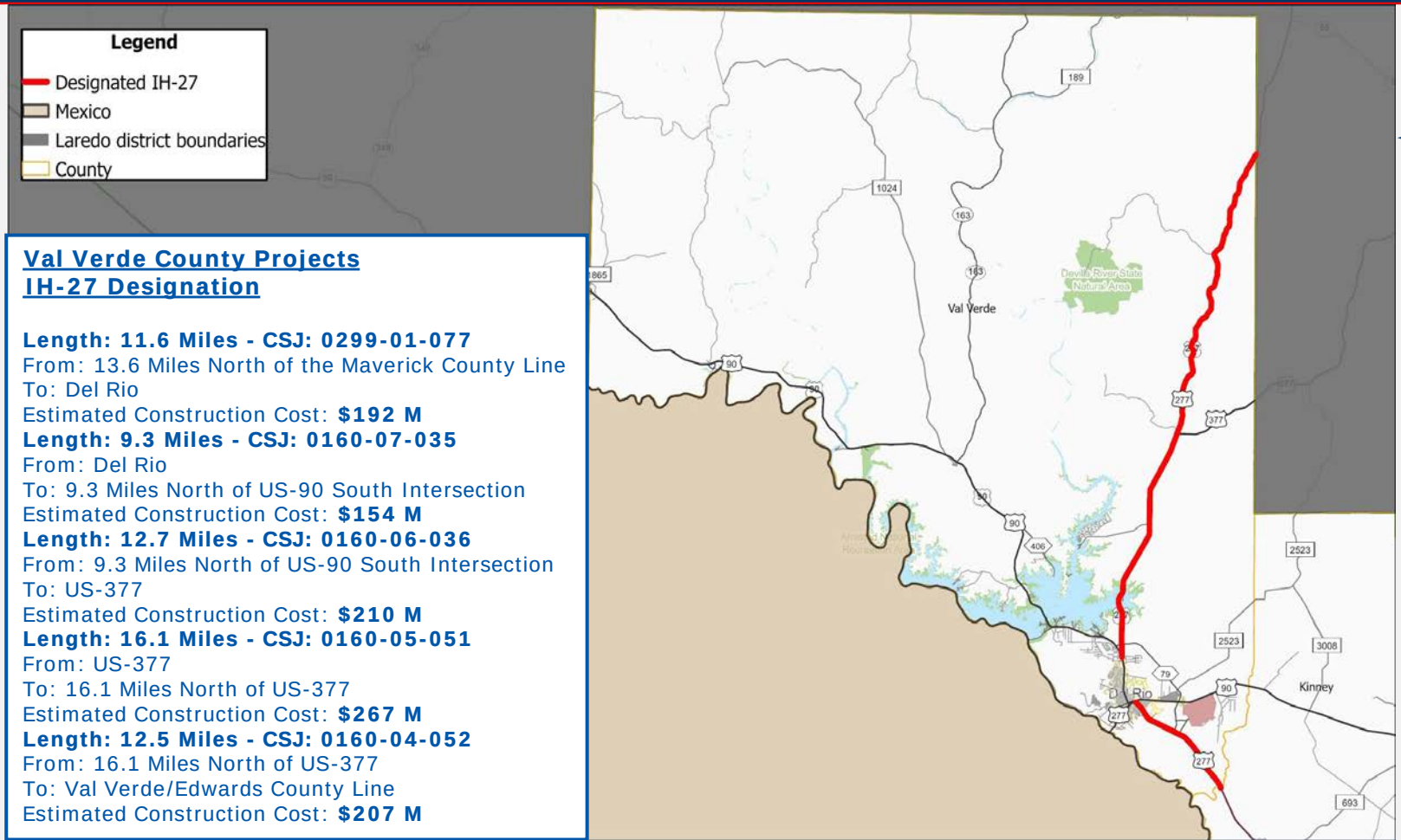
Length: 10.3 Miles - CSJ: 0300-01-110
From: 11.8 Miles West of the Dimmit County Line
To: Eagle Pass
Estimated Construction Cost: **$171 M**

Length: 13.1 Miles - CSJ: 0299-04-084
From: Eagle Pass
To: 0.6 Miles North of SH-131
Estimated Construction Cost: **$217 M**

Length: 16.6 Miles - CSJ: 0299-03-075
From: 0.6 Miles North of SH-131
To: Maverick/Val Verde County Line
Estimated Construction Cost: **$275 M**

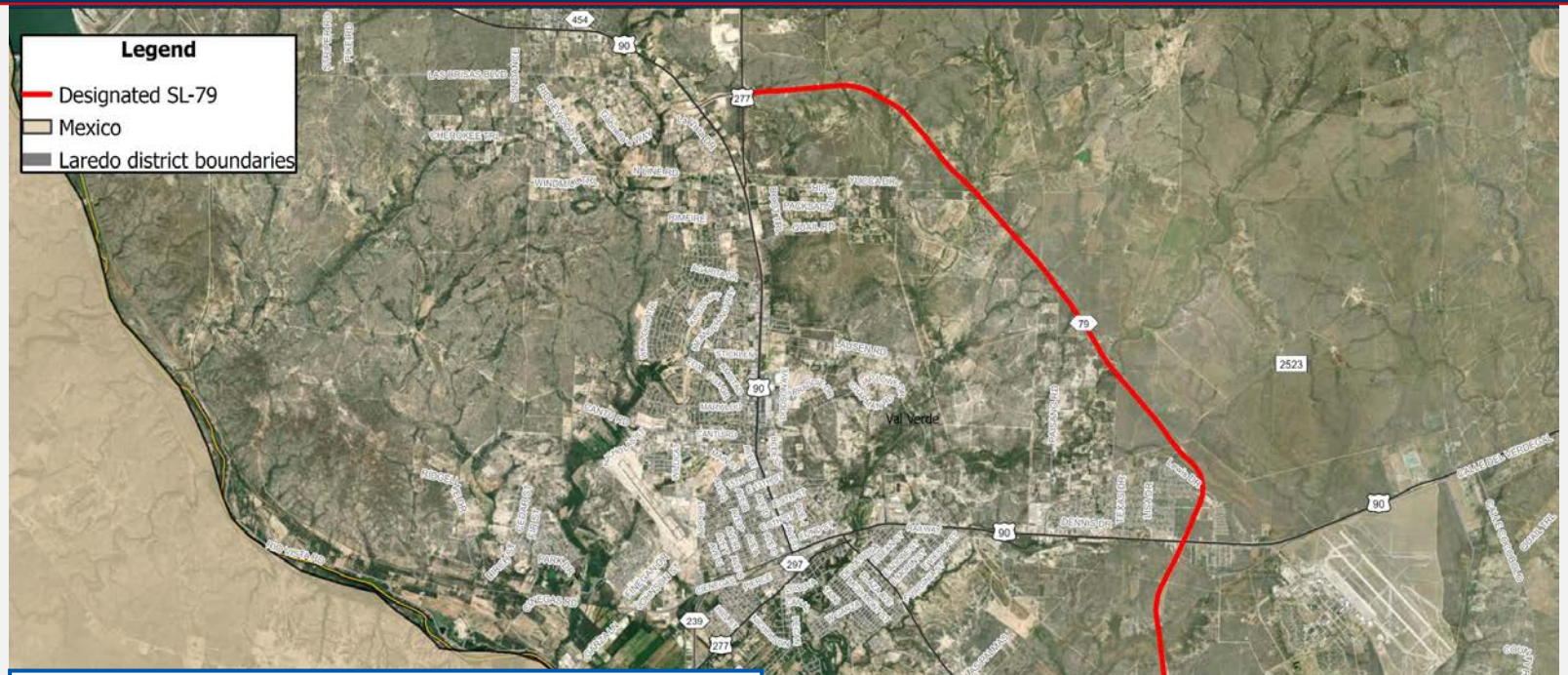
Kinney County Projects
IH-27 Designation

Length: 13.6 Miles - CSJ: 0299-02-038
From: Maverick/Kinney County Line
To: 13.6 Miles North of the Maverick County Line
Estimated Construction Cost: **$225 M**



Val Verde County Projects
IH-27 Designation

Length: 11.6 Miles - CSJ: 0299-01-077
From: 13.6 Miles North of the Maverick County Line
To: Del Rio
Estimated Construction Cost: **$192 M**
Length: 9.3 Miles - CSJ: 0160-07-035
From: Del Rio
To: 9.3 Miles North of US-90 South Intersection
Estimated Construction Cost: **$154 M**
Length: 12.7 Miles - CSJ: 0160-06-036
From: 9.3 Miles North of US-90 South Intersection
To: US-377
Estimated Construction Cost: **$210 M**
Length: 16.1 Miles - CSJ: 0160-05-051
From: US-377
To: 16.1 Miles North of US-377
Estimated Construction Cost: **$267 M**
Length: 12.5 Miles - CSJ: 0160-04-052
From: 16.1 Miles North of US-377
To: Val Verde/Edwards County Line
Estimated Construction Cost: **$207 M**

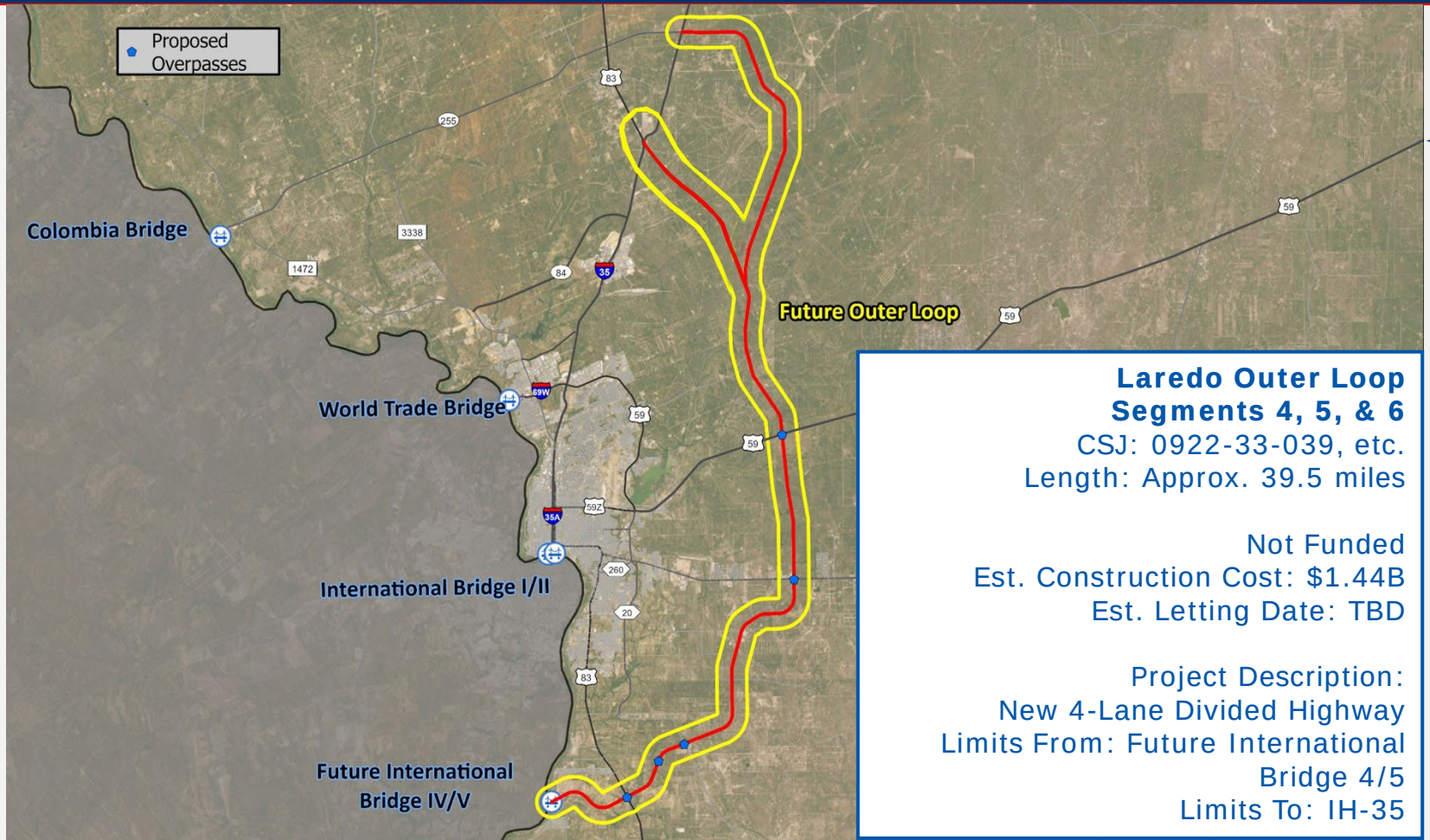


Val Verde County Projects – Del Rio
IH-27 Designation

Length: TBD Miles - CSJ: 3621-01-019
Widen Existing Roadway to 4-Lane Divided
From: US-277 South
To: US-277 North
Estimated Construction Cost: **TBD**

Project Procurements

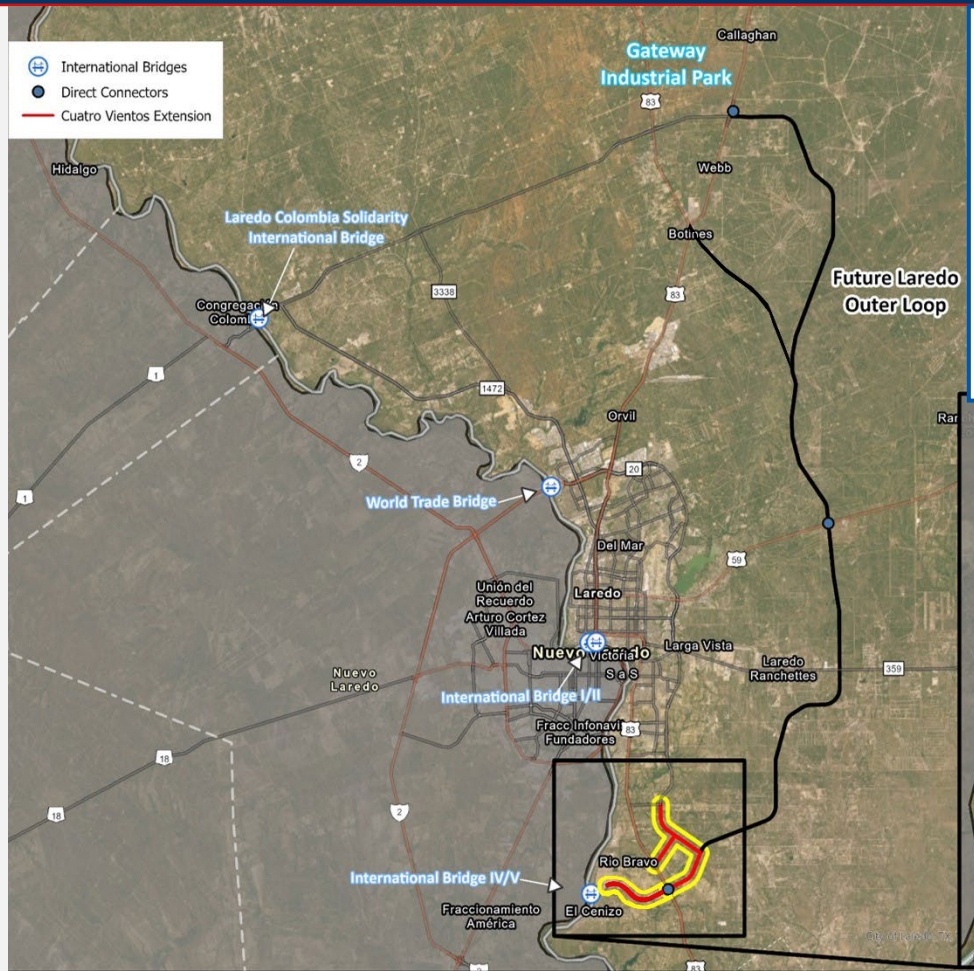
Laredo Outer Loop

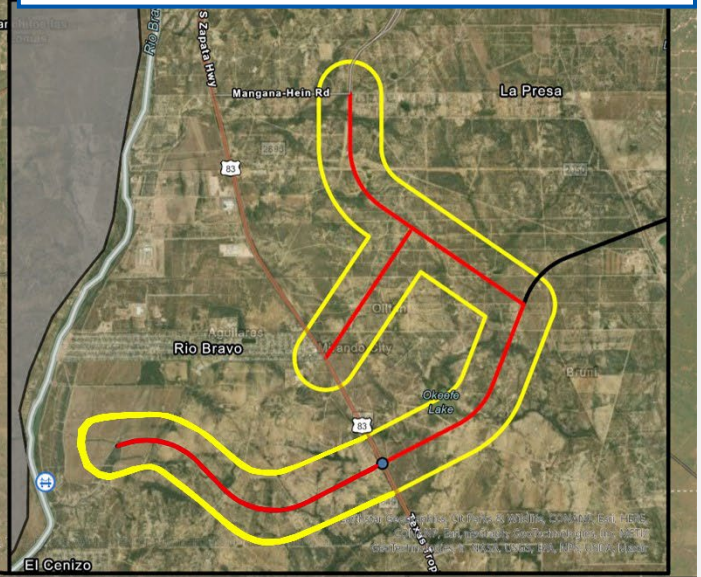


Laredo Outer Loop
Segments 4, 5, & 6
CSJ: 0922-33-039, etc.
Length: Approx. 39.5 miles

Not Funded
Est. Construction Cost: $1.44B
Est. Letting Date: TBD

Project Description:
New 4-Lane Divided Highway
Limits From: Future International Bridge 4/5
Limits To: IH-35





Under Development
Cuatro Vientos Extension
Laredo Outer Loop Segments 1, 2, & 3
CSJ: 0922-33-0066, etc.
Est. Construction Cost: $564.4M
Est. Letting Date: TBD

Project Description:
New 4-Lane Divided Highway
Limits From: Mangana-Hein Road
Limits To: US 83

N

Questions?

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E-mail: *Roberto.Rodriguez@txdot.gov*